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SPECIAL COLLECTIONS

Hamilton-Wentworth Transit Commission

**Third
ANNUAL REPORT**

on

The Hamilton Street Railway Company

The Canada Coach Lines, Limited

Safety Service & Adjusters Limited

1979

JAN 17 1991

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GOVERNMENT DOCUMENTS

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HAMILTON - WENTWORTH TRANSIT COMMISSION

PATRICK O. VALERIANO	<i>Chairman</i>
JACK FARNWORTH	<i>Vice Chairman</i>
J. PAT FORD	<i>Commissioner</i>
MAXWELL G. TAYLOR	<i>Commissioner</i>
JAMES STOWE	<i>Commissioner</i>
BRIAN HINKLEY	<i>Commissioner</i>
PETER PETERSON	<i>Commissioner</i>
JOSEPH BENNETT	<i>Commissioner</i>
ROBERT WADE	<i>Commissioner</i>
ANNE JONES	<i>Ex-Officio</i>

THE HAMILTON STREET RAILWAY COMPANY AND THE CANADA COACH LINES, LIMITED

EXECUTIVE OFFICERS

FRANK A. COOKE	<i>General Manager</i>
J. A. LITTLE	<i>Assistant General Manager</i>
J. W. MacKENZIE	<i>Comptroller</i>
W. H. H. SMITH	<i>Manager, Operations</i>
J. A. JOHNSON	<i>Manager, Maintenance</i>
N. J. SHAMROCK	<i>Manager, Research & Schedules — H.S.R.</i>
C. I. SCOTT	<i>Traffic Manager — C.C.L.</i>
H. M. WEBB	<i>Manager, Purchasing & Stores</i>

AUDITORS

MacGILLIVRAY & CO.

To: Mrs. A. H. Jones, Chairman,
and
Members of Council,
The Regional Municipality of Hamilton-Wentworth.

The Hamilton-Wentworth Transit Commission presents its Third Annual Report covering the operations of The Hamilton Street Railway Company and its wholly-owned subsidiaries for the calendar year 1979.

As required by legislation, the Treasurer of the Region has been provided with audited Balance Sheets and Operating Statements, duly certified, to disclose the financial status of each Company as at December 31st, 1979. The debenture installment due in the amount of \$286,455. has been paid.

During the course of the year the Commission devoted considerable attention to marketing and sales promotion endeavours and to fostering an improved climate of both public and employee relations. The "Free Day" on May 12/79, contact with new residents by distribution of material through the Welcome Wagon organization, assistance to the Kids' Day Walkathon on July 29th, approval of a Student Monthly Pass program for 1980, and introduction of an Employees' Suggestion Plan, were principal features.

Planning for future improvements went forward with further steps being taken in the preparations for a new Transit Centre in Glanbrook, in the preliminary consideration of a high capacity transit facility for the Mountain travel corridor, and in the detailed examination of the potential for the application of electronic monitoring and communication systems to the present operations.

In concluding our responsibilities as a Commission under the mandate terminated on December 31, 1979 by the governing legislation, we respectfully submit this Third, and final, Report of our stewardship.

To all the personnel of the Companies and the Municipal staffs, who have given us their fullest support over the past three years, we express our warmest appreciation.

(Signed) P. O. VALERIANO, Chairman

(Signed) J. FARNWORTH, Vice-Chairman

(Signed) J. T. BENNETT
Commissioner

(Signed) P. PETERSON
Commissioner

(Signed) P. FORD
Commissioner

(Signed) J. STOWE
Commissioner

(Signed) B. HINKLEY
Commissioner

(Signed) M. G. TAYLOR
Commissioner

(Signed) A. H. JONES
Ex-Officio

(Signed) R. WADE
Commissioner

Hamilton, Ontario,
February 4, 1980

To: The Chairman and Members of
The Hamilton-Wentworth Transit Commission.

In this brief report there are highlighted features of the operations of The Hamilton Street Railway Company and The Canada Coach Lines, Limited, for the year 1979 which it is my privilege to review.

A. THE HAMILTON STREET RAILWAY COMPANY

The rate of recovery in ridership reported for 1978 tapered off abruptly in the early months of 1979 producing a shortfall in anticipated farebox receipts. This trend was corrected successfully by the fare increase of July. Four price increases in petroleum products, unpredictable as to amount, rises in the price of power and materials, higher interest rates and escalating personnel costs, produced a sustained upward pressure on expenses requiring constant effort to offset. A summary of comparative results, for which detail appears elsewhere, is as follows:

	<u>1979</u>	<u>1978</u>
Revenue from Operations	\$ 20,817,193	\$ 17,552,987
Direct cost of providing service	<u>19,712,502</u>	<u>16,759,523</u>
Balance (available at year end to meet Depreciation and Debt Service Charges)	<u>\$ 1,104,691</u>	<u>\$ 793,464</u>

Total bus miles in regular route operations were increased 4.2%; patronage improved 3/4 of 1%.

FARES

On July 1st Adult cash fares were raised from 35¢ to 40¢, forty-ticket Adult books from \$15.00 to \$16.00, Monthly Passes from \$14.00 to \$16.00, Special Adult and Student tickets from 6 for \$1.00 to 5 for \$1.00 and Child tickets from 6 for 50¢ to 5 for 50¢. The buyer resistance, formerly evidenced by patronage declining immediately following fare increases did not appear to materialize, evidently countered by other economic factors. The passenger profile changed little. Cash passengers were 50.6%, ticket passengers 25%, Monthly Pass 21.4% (Est.), Misc. 3%, of total patronage.

Under the agreement with the City of Hamilton, payments on a per-ticket-sold basis to provide the reduced fare privilege for Special Adults totalled \$275,000., for Students \$770,000. and the payment for Pensioners' (over 70) Passes grossed \$905,000.

Charges to the Region for payments under the Fare Stabilization formula totalled \$8,984,000.

PLANT & ROLLING STOCK

Purchases from Hamilton of the alleyway adjoining our main building and the closing by Court Order of the alleyway adjacent to #30 Wentworth St. North, concluded a program begun in 1970 to provide added space to help reduce overcrowding at the Wentworth St. base. Optioning of a 32 acre parcel in Glanbrook for a new Transit Centre followed the adoption of the Maintenance & Storage Facilities Investigation Report by Council in March, 1979.

The study of Automatic Vehicle Location and Load Status Monitoring techniques begun in April, 1979 was completed by year-end and is now in Council's hands for further consideration.

Repeated postponements over a five-month period in delivery of 30 diesel buses from Flyer Industries produced significant service problems in the Fall months. Laid down cost of these units totalled \$2,636,762.

Capital grants in the amount of \$2,172,169. were received from the Province during this fiscal period.

The fleet available for operations at the year's close, included 56 trolley coaches and 242 diesel units, with 18 retired units "mothballed" in a warehouse leased temporarily for this purpose on Rifle Range Rd.

ROUTE & SERVICE CHANGES

On January 7th, a leg of the Delaware route was extended from Nash Rd. to Jones & King Sts. in Stoney Creek replacing a stub bus route.

On January 7th, early evening service to Chesley St. and Stone Church Rd. West was introduced on the Fennell route.

On January 7th, a new leg of the Upper Ottawa route via Stone Church Rd. East commenced operations to a loop at Hamilton Mountain Bowl.

On January 8th, Stoney Creek instituted three new H.S.R. routes and a new tariff based on a Consultant's study to replace C.C.L. commuter services to that Municipality.

On June 24th, the Delaware route vacated a loop at Wentworth Triple Rinks at the request of the owner for a location 500 feet westerly.

On June 24th, the Rock Garden service on Sundays and Holidays was extended to Woodland Cemetery.

On July 29th, trolley coaches began operating through service on the new Barton St. East overhead extension from Talbot St. to a new loop at Bell Manor St. replacing a stub bus.

On October 29th, the Burlington service was rerouted into the new GO-Train station on Fairview Avenue, Burlington.

On November 23rd, the Nash Rd. route was extended westerly from Melvin and Osborne Sts. via Woodward Ave. and Barton St. to loop at Parkdale and Vansitmart Avenues.

LABOUR RELATIONS

The individual Agreements with Local Union 107, A.T.U., covering the hourly-rated employees of the two Companies, entered their final fifteen month term. The COLA provision added 83 cents to all rates in the twelve months of 1979.

Negotiations with Local Union 1585 A.T.U., representing most salaried employees of the Companies, produced the first Agreement with this group in January, 1979, to run for fifteen months.

B. THE CANADA COACH LINES, LIMITED

The application for tariff increases endorsed by the Commission in January, 1979, following processing by the regulatory authorities, was able to be given effect on June 17, 1979.

Commuter services to Stoney Creek in 1978 recorded 82,767 person-trips with revenues of \$54,256. The substitution of H.S.R. type services by the Town on January 8, 1979 produced a significant effect on C.C.L. route statistics. Due to this change, coupled with other factors, regular route patronage shows a decline of 15.3%, regular route mileage was reduced 9%, while regular route revenue as a consequence of the mid-year fare increase remained stabilized at the previous year's level. Expenses, paralleling those in the parent Company, rose with general inflation disproportionately to revenues.

Comparative financial results are summarized as follows:

	<u>1979</u>	<u>1978</u>
Revenue from Operations	\$ 3,986,311	\$ 4,012,176
Direct costs of providing service	<u>4,512,321</u>	<u>4,475,439</u>
Balance (available at year end to meet Depreciation and Debt Servicing Charges.....)	<u>\$ (526,010)</u>	<u>\$ (463,263)</u>

Depreciation and Debt Service charges in the amount of \$184,160. increase this gross loss to \$710,169. In accordance with the understanding with the Regional Council, an invoice to the Municipality in this amount has been raised.

TARIFF & ROUTE CHANGES

On February 11, 1979, regular route operations to Mount Hope Airport were suspended indefinitely and a substitute service to be operated by Mount Hope Taxi was instituted under the licence recommended for approval to the Regional Council by the Commission.

Increases in regular route and charter tariffs were given effect in mid-June.

In compliance with the directive of the Commission in early 1977, with the exception of normal seasonal changes, schedules on routes operating over the Regional boundaries remained frozen.

PLANT & ROLLING STOCK

Three new 47 passenger MC9 inter-city coaches were purchased from Motor Coach Industries at a cost of \$351,192. Thirteen units were retired and "mothballed" in Hamilton and Welland.

The active fleet of 69 units at the close of the year was allocated as follows:

Hamilton	38	Niagara Falls	10
Brantford	5	Welland	11
Cambridge	5		

CONCLUSION

Preliminary estimates for both Companies for the coming year disclose that a further period of rapidly escalating expense can be expected to develop very early in 1980. Therefore, early consideration of a means to raise sufficient revenues is a paramount concern since the flexibility to control increasing expenses while maintaining existing service levels appears to be quite limited.

A short-haul operation such as Canada Coach Lines can no longer be expected to maintain a competitive quality of equipment and standard of personnel on the fares the public are prepared to pay on regular route operations for bus transportation without substantial support from public funds. There appears to be no logical reason now why the Province should not underwrite all these regular route operations of Canada Coach Lines, Limited parallel to the support being given indirectly to competing carriers through the agency of GO and the provincial grant programs. Without substantial support from public funds, the future viability of this Company will become increasingly questionable.

Respectfully submitted,

(Signed) F. A COOKE,
General Manager.

THE HAMILTON STREET RAILWAY COMPANY
THE CANADA COACH LINES, LIMITED

Feb. 3, 1980
Hamilton, Ontario

AUDITORS' REPORT

To the Shareholders of
The Hamilton Street Railway Company.

We have examined the balance sheet of The Hamilton Street Railway Company and its wholly-owned subsidiaries, The Canada Coach Lines, Limited and Safety Service & Adjusters Limited as at December 31, 1979 and their respective statements of earnings, retained earnings, contributed surplus, and reserves for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as we considered necessary in the circumstances.

In our opinion, these financial statements present fairly the financial position of the companies as at December 31, 1979, and the results of their operations for the year then ended in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

MacGILLIVRAY & CO.

Chartered Accountants

Hamilton, Ontario
February 1, 1980.

THE HAMILTON STREET RAILWAY COMPANY

BALANCE SHEET
AS AT DECEMBER 31, 1979

ASSETS

CURRENT

Cash	\$ 327,925
Working funds advanced to employees	40,000
Accounts receivable	220,080
Due from The Regional Municipality of Hamilton-Wentworth	2,886,794
Due from wholly-owned subsidiaries	83,904
Inventory of parts and supplies — at average cost	414,169
Prepaid expenses	201,308
	<hr/>
	4,174,180

**INVESTMENT IN SHARES OF WHOLLY-OWNED
SUBSIDIARIES (at cost)**

The Canada Coach Lines, Limited	916,500
Safety Service & Adjusters Limited	13
	<hr/>
	916,513

FIXED (at cost)

Land, buildings and operating equipment	19,930,562
Accumulated depreciation	9,211,049
	<hr/>
	10,719,513
	<hr/>
	\$ 15,810,206

THE HAMILTON STREET RAILWAY COMPANY

BALANCE SHEET AS AT DECEMBER 31, 1979

LIABILITIES

CURRENT

Accounts payable and accrued liabilities	\$ 1,804,456
Note payable —	
Regional Municipality of Hamilton-Wentworth	2,250,000
Liability for tickets and passes held by public	158,985
Estimated liability and reserve for public liability claims	310,853
Current portion of long-term debt.....	330,000
	<hr/>
	4,854,294
DEFERRED DEBT — less current portion (note 3).....	504,000
	<hr/>

SHAREHOLDERS' EQUITY

CAPITAL STOCK

Authorized, issued and fully paid —	
400,000 shares without par value.....	400,000

CONTRIBUTED SURPLUS

TO FINANCE CAPITAL ADDITIONS	7,453,775
------------------------------------	-----------

RETAINED EARNINGS

On acquisition	1,567,119
Since acquisition —	
Capital reserve for improvement and replacement.....	1,031,018
	<hr/>
	2,598,137
	<hr/>
	10,451,912
	<hr/>
	\$ 15,810,206

THE HAMILTON STREET RAILWAY COMPANY

STATEMENT OF RETAINED EARNINGS
FOR THE YEAR ENDED DECEMBER 31, 1979

DIRECT REVENUES FROM OPERATIONS	\$ 9,883,193
FARE EQUALIZATION payments received from The Regional Municipality of Hamilton-Wentworth ..	1,950,000
FARE STABILIZATION payments received from The Regional Municipality of Hamilton-Wentworth ..	8,984,000
	<u>20,817,193</u>
DIRECT COST OF PROVIDING SERVICES	19,712,502
DEPRECIATION, being amount chargeable to recover proportion of original costs of buses, buildings and equipment	411,369
FINANCE CHARGES (net)	136,849
	<u>20,260,720</u>
EXCESS OF REVENUE OVER EXPENDITURE before providing for the following	556,473
Deduct — DIVIDEND TO THE REGIONAL MUNICIPALITY OF HAMILTON- WENTWORTH (for payment of debenture charges)	(286,455)
— ADDITION TO RESERVE FOR IMPROVEMENT AND REPLACEMENT	(270,018)
NET EARNINGS FOR THE YEAR	—
RETAINED EARNINGS SINCE ACQUISITION — beginning of year	—
RETAINED EARNINGS SINCE ACQUISITION — end of year	\$ —

THE HAMILTON STREET RAILWAY COMPANY
CONTRIBUTED SURPLUS TO FINANCE CAPITAL
ADDITIONS
FOR THE YEAR ENDED DECEMBER 31, 1979

BALANCE — beginning of year	\$ 5,967,762
Add — recovery under Province of Ontario's Transit Capital Assistance Program	2,172,170
Deduct — allocation to offset depreciation on assets financed by above program	(686,157)
BALANCE — end of year	<u>\$ 7,453,775</u>

STATEMENT OF CAPITAL RESERVE FOR
IMPROVEMENT AND REPLACEMENT
FOR THE YEAR ENDED DECEMBER 31, 1979

BALANCE — beginning of year	\$ 761,000
Add — transfer from retained earnings to provide funds for portion of land, buildings and building addition not covered by provincial capital grant program	228,447
— transfer from retained earnings to provide funds to contribute to purchase price of land for new transit centre	41,571
BALANCE — end of year	<u>\$ 1,031,018</u>

STATEMENT OF RETAINED EARNINGS ON
ACQUISITION
FOR THE YEAR ENDED DECEMBER 31, 1979

BALANCE — beginning and end of year	<u>\$ 1,567,119</u>
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THE CANADA COACH LINES, LIMITED

BALANCE SHEET AS AT DECEMBER 31, 1979

ASSETS

CURRENT

Cash	\$ 166,010
Working funds advanced to employees.....	20,850
Accounts receivable.....	279,423
Due from The Regional Municipality of Hamilton-Wentworth.....	710,169
Inventory of supplies — at average cost.....	6,271
Prepaid expenses	58,930
	<hr/>
	1,241,653

FIXED (at cost)

Land, buildings and equipment	3,734,389
Accumulated depreciation	2,811,573
	<hr/>
	922,816

FRANCHISES AND GOODWILL

255,000

\$ 2,419,469

THE CANADA COACH LINES, LIMITED

BALANCE SHEET
AS AT DECEMBER 31, 1979

LIABILITIES

CURRENT

SHAREHOLDERS' EQUITY

CAPITAL STOCK

Authorized, less redeemed —

3,915 4% cumulative redeemable preference

shares of the par value of \$100 each

10,000 common shares of no par value

Issued and fully paid —

10,000 common shares

RETAINED EARNINGS .

1,334,498

1,344,498

2 419 469

—, —, —, —, —

THE CANADA COACH LINES, LIMITED

STATEMENT OF EARNINGS FOR THE YEAR ENDED DECEMBER 31, 1979

REVENUE FROM OPERATIONS	\$ 3,986,311
DIRECT COST OF PROVIDING SERVICES	<u>4,512,321</u>
BALANCE before necessary annual charges for depreciation and debt servicing	(526,010)
DEPRECIATION — being amount chargeable this year to recover a portion of the original cost of buses, buildings and equipment.....	<u>179,734</u>
	(705,744)
FINANCE CHARGES (net)	<u>4,425</u>
	(710,169)
GRANT — from the Regional Municipality of Hamilton-Wentworth.....	<u>710,169</u>
NET EARNINGS FOR THE YEAR	\$ —

STATEMENT OF RETAILED EARNINGS FOR THE YEAR ENDED DECEMBER 31, 1979

BALANCE — beginning and end of year	<u>\$ 1,334,498</u>
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THE HAMILTON STREET RAILWAY COMPANY AND THE CANADA COACH LINES, LIMITED

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED DECEMBER 31, 1979

1. SIGNIFICANT ACCOUNTING POLICIES

(a) Depreciation —

The Hamilton Street Railway Company and the Canada Coach Lines, Limited record fixed assets at historical cost. Depreciation is calculated on a straight-line basis over the estimated useful life of the assets, with the exception of service cars, which are depreciated on a declining balance basis.

(b) Recognition of Revenue —

Ticket and passes revenues are recognized when the tickets and passes are honoured on the vehicle. This treatment gives rise to an estimated liability for tickets and passes which have been sold during the year but which have not been redeemed or used at the end of the fiscal year.

(c) Contributed Surplus —

The Hamilton Street Railway Company records as contributed surplus grants received under the Province of Ontario's Transit Capital Assistance Program for 75% of the cost of certain capital expenditures. Annual depreciation on 75% of the cost of approved assets has been charged against contributed surplus.

(d) Franchises and Goodwill —

The Canada Coach Lines, Limited has valued this asset at historical cost, and no amortization has been charged to operations.

2. SUBSIDIARY COMPANIES

Consolidated financial statements have not been prepared, as it is considered such statements would not provide more meaningful information to the municipal shareholder.

3. DEFERRED DEBT

The deferred debt comprises demand loans payable to bankers for equipment purchases. The interest varies with the bank rate and at December 31, 1979, interest was charged at 15% per annum. Repayment of these loans is in accordance with the following schedule:

	Hamilton Street Railway Company	Canada Coach Lines, Limited
Being repaid at \$ 4,500 per month	\$ —	\$ 261,000
Being repaid at \$ 6,500 per month	78,000	—
Being repaid at \$21,000 per month	756,000	—
Being repaid at \$ 2,000 per month	—	48,000
Being repaid at \$ 2,700 per month	—	16,200
	<hr/>	<hr/>
	834,000	325,200
Less instalments due in next twelve months shown as a current liability	<hr/>	<hr/>
	330,000	94,200
	<hr/>	<hr/>
	<u>\$ 504,000</u>	<u>\$ 231,000</u>

Total aggregate payments required to retire existing deferred debt are as follows:

	Hamilton Street Railway Company	Canada Coach Lines, Limited
1980	\$ 330,000	\$ 94,200
1981	252,000	78,000
1982	168,000	54,000
1983	84,000	54,000
1984	—	45,000
	<hr/>	<hr/>
	<u>\$ 834,000</u>	<u>\$ 325,200</u>

SAFETY SERVICE & ADJUSTERS LIMITED

BALANCE SHEET AS AT DECEMBER 31, 1979

ASSETS

CURRENT

Cash	\$ 34,767
Accounts receivable	17,344
	<u>52,111</u>

FIXED (at cost)

Office furniture, equipment and tenant's improvements	11,601
Accumulated depreciation	6,089
	<u>5,512</u>
	<u>\$ 57,623</u>

LIABILITIES

CURRENT

Due to associated companies	\$ 57,158
Accrued liability	425
	<u>57,583</u>

SHAREHOLDERS' EQUITY

CAPITAL STOCK

Authorized —
4,000 common shares of \$10 par value

Issued and fully paid —
4 common shares

40

RETAINED EARNINGS

—
40
\$ 57,623

STATEMENT OF EARNINGS FOR THE YEAR ENDED DECEMBER 31, 1979

REVENUE

Adjusters' fees

\$ 135,687

EXPENSE

Salaries and expenses

120,037

Other expenses

15,650

135,687

NET EARNINGS FOR THE YEAR

\$ —

GENERAL STATISTICS — 1979

	H.S.R.	C.C.L.
Revenue Passengers Carried	29,587,685	1,802,640
Miles Operated	9,849,029	2,515,009
Revenue Passengers Carried per Mile....	3.0	.72
Route Miles — Round Trip:		
(a) Trolley Coaches	38.7	
(b) Motor Buses City	294.2	
Suburban	109.2	873.2
Revenue Vehicles in Fleet	298	69
Total Number of Employees (Dec. 31, 1979)	797	146
Gross Payroll — 1979	\$ 14,961,764	\$ 2,255,497
Cost of Electric Power	\$ 273,000	
Cost — Gas and Fuel Oil	\$ 1,222,380	\$ 323,866
Taxes and Licenses:		
Gas and Fuel Oil	\$ 400,965	\$ 85,760
Property	\$ 114,444	\$ 30,473
Other Taxes and Licenses	<u>\$ 260,734</u>	<u>\$ 66,261</u>
Total Taxes and Licenses	<u>\$ 776,143</u>	<u>\$ 182,494</u>
Principal Paid to Date on City Debentures	\$ 2,973,000	
Installments due February 1, 1980.....	<u>277,000</u>	<u></u>
	<u>\$ 3,250,000</u>	<u></u>
Debenture Interest Paid to Date	<u>\$ 2,595,865</u>	
Basic Fares	Cash	Various
	Monthly Pass	
	Tickets	40¢
		\$16.00
		40/\$16.00

Table 1

THE HAMILTON STREET RAILWAY COMPANY

Year	Revenue Passengers	Bus Miles	Pass./Mile	Route Miles (Round Trip)			Vehicles
				Trolley Coach	City	Bus Suburban	
1960	27,815,627	6,378,965	4.4	27.0	148.8	60.8	204
1	25,866,590	6,328,414	4.4	30.8	154.2	60.8	506
2	25,034,747	6,396,286	3.9	30.8	154.2	60.8	500
3	23,939,343	6,425,379	3.7	30.8	170.4	60.8	493
4	24,601,039	6,468,745	3.8	30.8	178.5	60.8	498
5	25,951,378	6,579,862	3.9	30.8	178.6	60.8	508
6	27,291,850	6,763,590	4.0	30.8	182.9	60.8	517
7	27,392,998	6,921,854	4.0	30.8	207.7	60.3	549
8	26,437,440	7,155,972	3.7	30.8	212.0	60.3	549
9	25,299,409	7,304,943	3.5	30.8	238.5	47.5	569
1970	24,945,640	7,324,181	3.4	31.0	264.6	47.5	591
1*	19,879,606	6,166,763	3.2	31.0	278.2	48.5	595
2	24,417,360	7,808,823	3.1	31.0	278.6	48.5	599
3	25,953,340	8,178,647	3.2	31.0	283.2	48.5	642
4	28,111,930	8,675,127	3.2	31.0	289.8	53.5	668
5	29,312,739	9,059,069	3.2	31.0	289.8	55.0	743
6	29,308,502	9,271,701	3.2	31.0	289.7	71.2	770
7	28,202,909	9,345,000	3.0	35.2	289.4	66.5	271
8	29,300,933	9,457,161	3.1	35.2	293.1	66.7	289
9	29,587,685	9,849,029	3.0	38.7	294.2	109.2	797

* Strike

Table 2

THE CANADA COACH LINES, LIMITED

Year	Revenue Passengers	Bus Miles	Pass./Mile	Route Miles (Round Trip)	Vehicles	Employees
1960	3,281,713	2,621,210	1.25	1,057.7	88	145
	3,241,272	2,579,268	1.3	1,057.7	92	141
	2,849,426	2,591,650	1.1	1,057.7	86	140
	2,946,298	2,713,376	1.1	1,057.7	93	140
	3,165,226	2,982,508	1.1	1,057.7	93	140
	3,353,196	2,966,055	1.1	1,057.7	95	150
	3,495,298	3,122,727	1.1	1,057.7	92	148
	7	3,734,429	1.1	1,057.7	93	174
	8	3,662,050	1.1	1,057.7	140	179
	9	3,847,898	1.1	1,069.7	105	187
1970	3,412,749	3,572,493	1.1	1,069.7	98	176
	1	3,442,395	1.1	1,069.7	96	199
	2	3,487,338	1.1	1,069.7	104	195
	3	3,433,910	1.1	1,069.7	103	196
	4	3,379,219	.96	1,069.7	104	192
	5	3,054,698	.90	1,069.7	101	188
	6	2,815,897	.92	1,069.7	100	180
	7	2,545,393	.90	1,069.7	100	175
	8	2,304,102	.83	923.2	80	146
	9	1,802,640	.72	873.2	69	146

Table 3

**THE HAMILTON STREET RAILWAY COMPANY
STABILIZATION AND EQUALIZATION PAYMENTS**

Year	Equalization		Pensioners' Passes	Stabilization	Total
	Special Adults	Equalization Students			
1966	\$ 35,000				\$ 35,000
1967	60,000				60,000
1968	157,190				157,190
1969	198,930	\$ 24,723			223,653
1970	204,068	254,184			458,252
1971	157,505	242,684	\$ 62,733	\$ 649,951	1,112,873
1972	129,592	294,096	475,524	1,313,394	2,212,606
1973	149,772	334,532	456,375	2,240,820	3,181,499
1974	166,368	412,904	511,631	2,302,980	3,393,883
1975	185,116	546,628	562,350	4,149,759	5,443,853
1976	268,997	904,139	793,901	4,312,106	6,279,143
1977	265,760	852,536	861,649	5,500,483	7,480,428
1978	280,962	789,985	902,189	6,438,117	8,411,253
1979	275,000	770,000	905,000	8,984,000	10,934,000

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